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showing geographical distribution of tables and by-products and financing; and on The Leather Market. Material is presented in concise form. There are several charts and diagrams.

*Abstract of the manufactures, 1914.* (Washington: Dept. Commerce, Bureau of the Census. 1917. Pp. 722. 65c.)

Contains in condensed form all of the essential statistics collected at the census of 1914. More detailed data can be found in the separate state and industry bulletins. This volume includes chapters on statistics of cities, character of ownership, establishments classified according to size, prevailing hours of labor, power, and consumption of fuel.

*The candy making industry in Philadelphia.* (Philadelphia: Phila. Chamber of Commerce. 1917. Pp. 15.)

*The glass industry. Report on the cost of production of glass in the United States.* Miscellaneous series, no. 60. (Washington: Dept. Commerce, Bureau of Foreign & Domestic Commerce. 1917. Pp. 430. 35c.)

*Report of the production of creameries and cheese factories, 1915 and 1916.* (Ottawa: Dept. Trade & Commerce, Census Statistics Office. 1917. Pp. 24.)

### Transportation and Communication

*History of Transportation in the United States before 1860.* By CAROLINE E. MACGILL and a staff of collaborators. Prepared under the direction of BALTHASAR HENRY MEYER. (Washington: Published by the Carnegie Institution of Washington. 1917. Pp. xi, 678. \$6.)

This is the third contribution of the Department of Economics and Sociology of the Carnegie Institution of Washington to American economic history. The work is based principally on a number of independent studies already in book form and on unpublished manuscripts in the hands of the Carnegie Institution.

About half the book (pp. 306-608) is devoted to the study of railway development in the United States. In the first portion of the volume the principal topics are: Early trails, roads, and natural waterways; Tolls and transportation costs on early roads and canals; Traffic by rivers, trails and roads in the trans-Appalachian region; Early land routes in Ohio. There are also chapters on the history of waterways in the various sections. The railway development is discussed by regions. The New England section is treated first, followed by New York, the Middle Atlantic States, the South, and the West.

Undoubtedly the task of the editor of collaborated material is difficult if the aim is to put the whole history into a continuous, well rounded account which shows the economic background and the evolution. Indeed, Dr. Meyer informs us in his preface that "This volume must be viewed as a contribution rather than as a completed study. It seemed much better to utilize as far as possible all of the material which the various collaborators had brought together than to restrict the volume to only such material as would be required in producing a thoroughly systematic, unified, and closely knit book." Because of this method, a number of chapters appear to be summaries of books already in existence. This is notably the case with chapters 3, 4, 7, 8, 9, and 15 among others. Another result of this method is that the treatment is frequently from a local or regional point of view. As a rule, the reader does not obtain the broad, national aspect of the transportation history, including national issues in their relation to this question, the views of the statesmen, and the effect of the policy of the general government on the growth of the transportation system of the country. The section of this volume which nearest approaches a broad treatment is in chapter 5 where the internal improvement question is brought into relation to national issues, and the national importance of such work is emphasized.

The task of Miss MacGill was to select, emphasize, and rewrite. Presumably it was necessary to collect material to fill the gaps not covered by the collaborators. Miss MacGill has successfully performed her part of the work. The style is pleasing. Prominent features are selected for presentation; among these are topographical conditions, competition among various modes of transportation, rivalries of cities, methods of financing, and the development of the leading transportation enterprises.

But there are a number of shortcomings in the volume. While the causes involved in the inauguration of the various transportation systems are fully discussed, the results are not appreciated. Thus, the influence on the industrial development of the country of such epoch-making events as the opening of the Erie canal and the introduction of steam navigation on the Great Lakes and on the rivers of the Mississippi Valley are not adequately expounded. The documentation of the volume is irregular—scanty in some places, full in others.<sup>1</sup> This gives the impression that

<sup>1</sup> Cf., for example, pp. 249-279; 405-413; 414-455; 487 ff.

the wealth of government material, both state and national, in the form of reports, memorials, laws, and discussions in Congress and the state legislatures, has not been extensively used. Indeed, one frequently obtains the idea from the footnotes that the chief sources of information have been Niles' *Register* and Hunt's *Merchant's Magazine*.<sup>2</sup> In this connection, the list of government documents given on pages 634 and 635 of the bibliography omits many reports and memorials to Congress from 1820 to 1860 which throw light on the internal improvement controversy. Scant attention is given to the relation between state debts and the development of transportation; lake and river traffic receive only summary treatment;<sup>3</sup> very little is said of the improvement of rivers and harbors, although this was for years a burning issue and is related to the transportation question; the relation of internal improvements to the land policy of the government is passed over in a sentence.<sup>4</sup>

Finally, the development of transportation in the country beyond the Mississippi is inadequately treated. Though the railway mileage of this section in 1860 was small, the country was fully awake to the need of railways connecting with the Pacific. For some years the question had been fully discussed in the journals of the day and in public documents, and numerous surveys had been made. Long before 1860, government engineers had prospected various routes to the Pacific and the preparatory work for railroad building had been done. And even before this accomplishment, wagon roads had been built to facilitate the movement of troops, emigrants, and freight, and the carrying of the mails, and a considerable amount of traffic had developed across the plains. For some years before 1860, Chicago, St. Louis, and New Orleans had begun to look to the Far West as a source of trade in a manner which suggests the interest formerly displayed by the eastern cities in the trans-Allegheny country. In all this enterprise there is abundant material for a chapter on transportation history before 1860, nor is the account complete without it.

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<sup>2</sup> Cf., for example, chs. XII, XIII, XV.

<sup>3</sup> Lake transportation before 1850 is discussed on pages 295-298. Apparently the development from 1850 to 1860 is not discussed.

<sup>4</sup> Cf. p. 585. The statement on this page conveys the impression that land grants were made only to railroads.